

NATIONAL TRANSPORTATION SAFETY BOARD

In the Matter of:

TAKI TOOO
DCA-03-MM-035

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Monday,
June 16, 2003

INTERVIEW OF:

MITCHEL BUELL

PRESENT:

BILL WOODY

1 P R O C E E D I N G S

2 MR. WOODY: We are back on the record. And
3 Mr. Buell, and you were telling us that you were the
4 owner of the Garibaldi Charters.

5 MR. BUELL: Correct.

6 MR. WOODY: And that you have fishing,
7 fishing party boats and other things --

8 MR. BUELL: We do whale watching and
9 excursions and scattering of ashes, a wedding now
10 and then.

11 MR. WOODY: Okay.

12 MR. BUELL: But, mainly fishing.

13 MR. WOODY: When does the season start for
14 your boats and when does it end?

15 MR. BUELL: We start in March on generally,
16 well, just sometime in March when the weather
17 becomes good enough. And it usually ends during
18 October, anyway between the first and the end of
19 October, when the weather doesn't permit regular
20 trips anymore.

21 MR. WOODY: Okay. All right. And how many
22 boats do you have in your fishing end of it?

23 MR. BUELL: In the fishing end of it we have
24 three and we also have a sailboat that we do a few
25 excursions with.

1 MR. WOODY: Three fishing boats.

2 MR. BUELL: Three that are inspected, one
3 that is not inspected.

4 MR. WOODY: And the names of the boats are?

5 MR. BUELL: The Norwester, the Taki Too, and
6 the D&D. And the sailboat's name is Kiya, K-I-Y-A.

7 MR. WOODY: K-I-Y-A. Okay.

8 Now we heard the boats going out, one was
9 the Oakland Pilot, that is not one of your boats?

10 MR. BUELL: Correct.

11 MR. WOODY: And who owns the Oakland Pilot?

12 MR. BUELL: Steve Danner. He operates it
13 under the name of Linda Sue Three Charters.

14 MR. WOODY: And on your three boats, do you
15 have regular captains that operate them?

16 MR. BUELL: Normally, we do.

17 MR. WOODY: And their names, please?

18 MR. BUELL: Normally Tron Buell, T-R-O-N is
19 the captain on the Norwester. And myself on the
20 Taki Too. And Robert Bales on the D&D. And then on
21 the sailboat I operate that one. That is just an
22 occasional.

23 MR. WOODY: Now, could you give us some
24 information while -- would not qualify you on the
25 day of the accident?

1 MR. BUELL: There was a group of people that
2 had requested Doug. He actually owns the boat or
3 owned the boat. We lease it from him and his wife.

4 MR. WOODY: So it is a leased boat from
5 them.

6 MR. BUELL: Yes. We are the operators,
7 listed on the COI as the operators.

8 MR. WOODY: Is the only boat that is owned
9 by him?

10 MR. BUELL: The D&D is also.

11 MR. WOODY: Okay.

12 MR. BUELL: When we purchased the business
13 from them, that was part of the agreement to lease
14 those two boats. We already owned the Norwester
15 before that.

16 MR. WOODY: And how long ago did you buy the
17 business, what month and year?

18 MR. BUELL: That was approximately March of
19 2000.

20 MR. WOODY: How often would it occur that
21 there would be a party asking for, what is it,
22 Captain Davis, Captain Douglas Davis?

23 MR. BUELL: Actually fairly often and also I
24 had asked him to operate the boat on a fairly
25 regular basis this summer, like one or two days a

1 week to give me a chance to do some other things.

2 MR. WOODY: Okay. When was the last time you
3 before the accident that he handled the boat?

4 MR. BUELL: Well, from memory I would say it
5 was around, I believe in May, probably about the
6 second week in May. I can get, you know, the exact
7 date. And it is possible that there would have been
8 another time between then and now, but I don't
9 recall it at the moment.

10 MR. WOODY: All right. Yes, if you could
11 supply it to us --

12 MR. BUELL: I can do that, but, I don't have
13 the records with me.

14 MR. WOODY: No, sometime in the future.

15 MR. BUELL: Sure.

16 MR. WOODY: It would certainly --

17 MR. BUELL: Sure.

18 MR. WOODY: -- how current he was and
19 operating.

20 MR. BUELL: Right. He had had thousands, I
21 am sure, he had to have at thousand trips over the
22 Bar in that boat. He did it, you know, over a
23 hundred times a year.

24 MR. WOODY: Is this a, once a person has
25 that skill and experience, skill based on

1 experience, is it the sort of thing that you lose if
2 not used frequently?

3 MR. BUELL: I wouldn't think so.

4 MR. WOODY: You wouldn't think so.

5 MR. BUELL: Not in my opinion.

6 MR. WOODY: Okay.

7 MR. BUELL: I mean, there might be some
8 lessening possibly, but, I mean, it is kind of like
9 riding a bicycle, you don't really think that much
10 about riding it, you just do it. It is automatic,
11 like driving a car.

12 MR. WOODY: Okay.

13 MR. BUELL: You know, if you don't drive a
14 car for a couple of months, you don't forget too
15 much about it.

16 MR. WOODY: Okay. What kind of gaps in your
17 driving of the boat do you experience, having him
18 come in or you having to do other things, three days
19 in a month or a week, however, would you not be
20 operating the boat, the Taki Too?

21 MR. BUELL: Well, since this is just the
22 beginning of the season and it is not, I don't know
23 that it is typical, last year I operated it quite a
24 lot. He did, he operated it some last year. The
25 year before that he operated it more than I did.

1 MR. WOODY: Okay.

2 MR. BUELL: And he, the first year that we
3 brought the business, he did most of the operation
4 of it. And then the next year, I did quite a bit of
5 it, probably a little more than he did.

6 MR. WOODY: Okay.

7 MR. BUELL: Or maybe half and half, you
8 know, last year, and then this year the plan was to
9 do it maybe 80 percent me and 20 percent him or
10 something like that.

11 MR. WOODY: Okay.

12 MR. BUELL: Although up until to now it has
13 probably been maybe a little more like 90 and 10 or
14 something like that.

15 MR. WOODY: Okay. Now, would you describe
16 the Taki Too? Any particular, any particular areas
17 of handling of the boat or --

18 MR. BUELL: Well, it is a single engine boat
19 and so it had -- back to the port. And a fly
20 bridge, all the controls on the fly bridge and
21 inside the cabin. The preferred place to operate
22 was from the fly bridge, because of the visibility.

23

24 MR. WOODY: And when you, I might just ask,
25 too, when you start handling, when you started

1 operating boats, fishing party boats, how many years
2 have you been doing that?

3 MR. BUELL: Me?

4 MR. WOODY: Yes.

5 MR. BUELL: This is my -- I got my captain
6 license approximately four years ago. I can't
7 remember if it is three or four. It was -- I am
8 sorry, I am not sure, but it is three or four years.

9 MR. WOODY: All right, sure, that is a
10 matter of record. We can check that out.

11 MR. BUELL: Right.

12 MR. WOODY: Had you handle boats before
13 that?

14 MR. BUELL: Oh, absolutely. You have to
15 have 720 days documented time even to get the
16 captain license.

17 MR. WOODY: And when did you, just tell us
18 if you wouldn't mind, when you started your maritime
19 career, just a general idea?

20 MR. BUELL: As a child, my father operated a
21 charter boat here in Garibaldi for 20 some years.
22 And before that, before we even lived here, my
23 father always had a boat and as kids we operated
24 those boats from, as long as I can remember just
25 about.

1 MR. WOODY: And were you operating charter
2 boats, for example, prior to the time you purchased
3 the Garibaldi Charters?

4 MR. BUELL: We had purchased the Norwester,
5 yes. And I had gotten my license and I think that it
6 was approximately eight months later that we brought
7 the charter operations.

8 MR. WOODY: So, the Norwester was your first
9 vessel that you owned?

10 MR. BUELL: Right, myself.

11 MR. WOODY: Okay. Had you worked for some
12 charter operation before that?

13 MR. BUELL: Well, just helping my dad.

14 MR. WOODY: Okay. Helping your dad. Okay.

15 Now, there are two, there are two vessels,
16 the D&D and the Taki Too that were similar hull
17 wise.

18 MR. BUELL: Yes.

19 MR. WOODY: Did they both handle about the
20 same?

21 MR. BUELL: They had different power, and
22 the operating station on the D&D is on the deck
23 level, which is in between the level of the Too, on
24 the Taki Too. As far as the, I mean, the hull is
25 identical. So, you know, the wave, be affected by

1 waves and current and things like were very similar.

2 The amount of power and speed on the D&D is a
3 little less.

4 MR. WOODY: There was two passengers less on
5 the D&D, we wondered what --

6 MR. BUELL: The reason for that is that and
7 this is something that we never really were able to
8 understand, but, the Coast Guard came out with a
9 subdivision program here a couple of years ago and
10 when they inspected the two boats for subdivision,
11 the Taki Too complied with the subdivision criteria,
12 but the D&D didn't. And the Coast Guard inspectors
13 that were doing the inspection, couldn't figure it
14 out. I mean, they spent hours trying to figure out
15 why that was, because being identical boats. But, I
16 mean, they weren't really identical. Identical
17 hulls. The different engine may have had some
18 reason, you know, part of it and there is an extra
19 compartment in the D&D, which you would have thought
20 it would have made it comply easier, but, anyway the
21 way they measured it, they measure the volume of the
22 compartments and what amount of water it would take
23 to fill that compartment and how that would affect
24 the flotation and the stability of the boat and
25 everything. And they both have the same stability

1 criteria, but when they did this test, it didn't
2 come out the same.

3 So, to get back to your question, when that
4 happened, up until then the D&D had been certified
5 for 20 plus two crew. But, when that happened we
6 had to buy a special raft for the D&D that would
7 inflate. And it just happened that there was one
8 available that carried 20 and the next step up was
9 25. And we thought, well, the 20 was enough for us.

10 We weren't interested in carrying any more than
11 that, so, we brought the raft that took 20. And
12 then you had to subtract two for the crew, which
13 made it 18. And we were willing to accept that
14 because that was usually about the most that we were
15 interested in taking out anyway.

16 Q Okay. And that is just for the crowding of
17 the boat and --

18 MR. BUELL: Especially for fishing.

19 MR. WOODY: The fishing.

20 MR. BUELL: When you have got a lot of
21 people fishing at once it is easier, I mean, it is
22 more difficult the more people you have, because the
23 lines are getting tangled with each other.

24 MR. WOODY: I see.

25 MR. BUELL: And so, it was for that reason.

1 Those boats were, the stability criteria from the
2 Coast Guard was 33 people on -- those boats. For
3 safety, if we would have had the safety equipment to
4 go along with that, we could have had 33 people
5 onboard. It wouldn't, you know, we never would have
6 wanted to do that.

7 MR. WOODY: I see.

8 MR. BUELL: Because it would be ridiculous
9 to try and fish with that many people.

10 MR. WOODY: Now, we understand that, that
11 you had located a position where you could see the
12 vessel go out that day.

13 MR. BUELL: Yes, I was on the North Jetty.

14 MR. WOODY: -- North Jetty.

15 MR. BUELL: Well, it wasn't unusual for me
16 to go out there. A lot of people like to go out and
17 watch the boats go out. And since I had three boats
18 going out, I just wanted to go watch.

19 MR. WOODY: Okay. About what time did you
20 arrive there?

21 MR. BUELL: Between, let's see --

22 (Pause.)

23 MR. BUELL: The boats were scheduled to
24 leave about six and I left shortly after six, maybe
25 6:15 or so, to drive out there.

1 MR. WOODY: Okay. So then you had been
2 there like six, sometime between 6:20, 6:30,
3 thereabouts.

4 MR. BUELL: Yeah.

5 MR. WOODY: Six, six-thirty.

6 MR. BUELL: Yeah.

7 MR. WOODY: Okay.

8 MR. BUELL: And when I got there, the boats,
9 our boats hadn't arrived yet. The Oakland Pilot was
10 there, and the Coast Guard Cutter or motor life
11 boat, I guess, it is.

12 MR. WOODY: Okay. And how long did you wait
13 before your boats first came and which ones came
14 first?

15 MR. BUELL: I am not positive of the order
16 that they got there and it was probably five or ten
17 minutes before they got there.

18 MR. WOODY: All right.

19 MR. BUELL: And I, in my mind, it seems like
20 it was the Norwester, first.

21 MR. WOODY: Okay.

22 MR. BUELL: And then I am not sure of the
23 other two. The way I was facing, I was looking out
24 towards the ocean and they were coming from behind
25 me. So, I wasn't really watching that aspect of it.

1 After they got there, then they were kind of up in
2 front of me to the left and I can give you a better
3 description of how everything went from there.

4 MR. WOODY: Okay. I just want you to start
5 at that point.

6 MR. BUELL: Okay.

7 MR. WOODY: Just give us a description of
8 what you can recall.

9 MR. BUELL: Okay. The Oakland Pilot had been
10 staying there for quite awhile. They have an
11 earlier checkout or check-in time than we do, by
12 about a half hour, I believe. And they were sitting
13 right, almost between the pits of the jetty, backing
14 strongly to stay even because the current was going
15 out fairly rapidly.

16 MR. WOODY: Okay.

17 MR. BUELL: The Norwester came up along the
18 side, I can't remember if they came up on the right
19 or the left, I believe they came up to the left
20 along the Oakland Pilot. And approximately the same
21 distance out, because they were pretty much side by
22 side.

23 And the Taki Too and the D&D were near the
24 jetty on the north side of the channel. And I mean,
25 the boats were milling around and then the Coast

1 Guard was just inside of them. And there was also
2 one other small boat that was about 20 feet.

3 MR. WOODY: This was --

4 MR. BUELL: Well --

5 UNIDENTIFIED SPEAKER: Is that the Amanda?

6 MR. BUELL: The Amanda, correct.

7 MR. WOODY: Can we mark on this?

8 UNIDENTIFIED SPEAKER: Yes, we have plenty
9 of those.

10 (Pause.)

11 MR. BUELL: Okay. Here is the tower, do you
12 want me to mark it on here or do you want me to make
13 a diagram up there?

14 MR. WOODY: We can make a bigger sketch.

15 MR. BUELL: Well, that is okay. The parking
16 lot is right close to the shoreline. There is a
17 little parking area on top of the jetty.

18 MR. WOODY: If you would like more paper, we
19 can just put it on a sketch, too.

20 MR. BUELL: Well, it is up to you. I mean,
21 I can describe it, but I don't know how well you
22 guys can see --

23 MR. WOODY: I can see it --

24 MR. BUELL: Yeah.

25 (Pause.)

1 MR. BUELL: So you want me to make a
2 drawing?

3 MR. WOODY: Sure.

4 MR. BUELL: Okay.

5 (Pause.)

6 MR. BUELL: So you got the south jetty,
7 north jetty, actually it is slightly longer. And the
8 tower and right the shorelines, say right about
9 there and there is a little parking area right here
10 where there was half a dozen vehicles there
11 probably, or maybe eight, I am not sure. And so I
12 was sitting right, I was the second car in there.
13 That was me. And there was Bree and Crystal Danner
14 were parking their truck. Actually there was
15 another little car in between us with nobody in it.
16 And there was, I think their deck hand was standing
17 there talking.

18 Anyway, so I could see this area pretty
19 well, and the Norwester right here, the Oakland
20 Pilot, the D&D and the Taki Too were kind of over
21 here. And they were going kind, I mean, they would
22 be rotating around because they can't sit back very
23 easily, because they will start turning, usually to
24 the port as they are backing. The motor life boat
25 was just slightly behind me here.

1 (Pause.)

2 MR. BUELL: And they were backing. They are
3 a twin -- also. And the Amanda was moving around in
4 here, too, just generally in this little area here,
5 is where they were all kind of milling around except
6 for these two. And one of them might go out a
7 little ways and then come back or just, they just
8 were hanging around there because they were waiting
9 for things to get better.

10 MR. WOODY: Okay.

11 MR. BUELL: I am, am I still following along
12 what you want me to do?

13 MR. WOODY: I think so, yes.

14 MR. BUELL: Okay. Okay.

15 Around 6:30 I called my wife and told her
16 that they weren't going out yet. She was still in
17 the office. And I said they were waiting for the
18 bar to settle down.

19 I am thinking that it was about 10 minutes
20 to seven or five to seven, something like that, that
21 the Norwester went on out here, and it had settled
22 down quite a bit. There were still a lot of
23 breaking seas out here, and in here. But, it was
24 fairly calm out here and actually there were some
25 times when it was flat and then nice all the way out

1 the middle. But, there is a shoulder out here, so
2 generating, you go either north or south when you
3 leave. It is, it can get pretty nasty out in the
4 middle there, and sometimes it can be really
5 surprising. So, it is, and it is a long ways, too.

6 If you go north or south, you can usually get out
7 into the clear water quicker. And this day the
8 north side was definitely going to be a lot faster.

9 The south side, the breakers were extending way
10 down here.

11 So, anyway, the Norwester came out in here
12 and then he, he turned kind of quartering the waves
13 and went out and then when he got right in here, he
14 started heading north. And up in here somewhere he
15 turned and went over a big wave and then he was
16 clear. And at that time he or shortly after that
17 he called in to the other boats that were back here
18 on the radio and said, something to the effect that
19 not to try it yet. That he was out there okay, but,
20 he didn't think that it was a good idea or, well, he
21 said something like, it is not worth it to do it
22 now. Wait until it gets better.

23 And if I remember correctly, he was
24 actually addressing Doug when he said that.

25 MR. WOODY: Okay.

1 MR. BUELL: Okay. Then, he was first. The
2 Oakland Pilot started doing the same thing, he went
3 out there, and waited out there for awhile and then,
4 but again he is watching the sets, the wave sets.
5 And just a little thing here that that day the sets
6 were close enough, I mean, that is where you have
7 got two large waves usually and then five or six
8 smaller ones and a large one for the sets. I mean,
9 they are all sets, but you know, you kind of think
10 of it as the big ones. And as the distance apart
11 where it wasn't going to allow you to make it all
12 the way out without going over at least one of those
13 bigger ones. And everybody knew that. I mean, that
14 was, you know, expected.

15 So, anyway, the Oakland Pilot went out
16 there and waited until he felt that it was the right
17 time and because of the way those sets come in, you
18 have to start out into what doesn't look good, so
19 that you will be in the right position when it does
20 get good. So, anyway, he went out and he also
21 went over a big wave, just before he got out into
22 the clear water. And I think he said something to
23 the effect that a passenger had bumped their elbow
24 or something like that on the radio. And this, I am
25 thinking that was maybe another, it was probably

1 about 10 minutes or so out after the Norwester went
2 out.

3 MR. WOODY: Okay.

4 MR. BUELL: And the D&D, by this time had
5 moved out into this area. And they were, cleared
6 one to go across. Now this is the D&D and the Taki
7 Too is still sitting in this general area and they
8 were facing this way, because then they could run
9 against the outward stream and maintain steering --
10 Okay.

11 The D&D went out here and stayed here for
12 quite awhile without, you know, maybe they went a
13 little further out, they went out quite a ways and
14 you know, kept watching and then, and they are a
15 little slower, so, you know, they were looking for
16 maybe a little bit better spot than the other two.
17 And then they, they went pretty much took, they all
18 took the same general path. After they got pass the
19 end of the jetty, they turned more north and ran in
20 the trough. And then when they got down here a
21 ways, they had to turn out and go over one big wave.

22 And the D&D did the same thing, took over one big
23 wave and then they were in the clear.

24 MR. WOODY: Okay.

25 MR. BUELL: And just about the time that I

1 saw that they had gotten out, the Taki Too started
2 out. So they were the fourth one. I don't
3 remember the D&D making any kind of radio comment,
4 except he might have said, I am coming out okay or
5 something like that.

6 MR. WOODY: Okay.

7 MR. BUELL: Okay. Right about the time he
8 started out, I walked over to another vehicle and I
9 was talking to a couple of other people. And then I
10 turned around and was watching and the next thing I
11 saw was he was coming pass the end of the jetty
12 going pretty much straight north, and I think he was
13 inside of the track, a ways up where the other boats
14 had gone. But, the jetty from here blocks this
15 whole area from view.

16 MR. WOODY: Okay.

17 MR. BUELL: So, I don't know for sure what
18 happened in that -- After talking to my daughter, I
19 am pretty sure what happened is that he went over a
20 fairly large wave in this area. But, like I said, I
21 didn't see that part of it.

22 When it got out in here, and as I said, I
23 am pretty sure he was, you know, closer than that
24 track, I saw a big wave, bigger than the other ones.
25 It was above the outline of the boat by maybe four

1 feet or so. And it was starting to break. And I
2 had a really bad feeling. And it hit the boat --

3 MR. WOODY: Please sit down.

4 (Pause.)

5 MR. BUELL: It hit it broadside. And
6 covered it with light water, and the next thing I
7 saw I was the boat was upside down. And I was
8 running out on the jetty, thinking that I might be
9 able to help somebody get out of the water or
10 something. I got out there a little ways and I saw
11 some people in the raft. And it was moving towards
12 the shore. I, I estimated about five people in the
13 raft. And then as they got into the surf with the
14 raft and it was over turned. And when it came back
15 up, no one was in it. And I was kind of looking
16 over my shoulder and running back again, because I
17 saw that I wasn't going to be able to do anything
18 out there. Also while I was running out there, I
19 broadcast on my hand held radio to the Coast Guard
20 on Channel 16, that there were 19 people onboard,
21 and I attempted to, to contact the motor life boat
22 that had run out. And somebody on the jetty had
23 radioed the Coast Guard, I believe that was Mark
24 from the Sundance. It sounds like his voice. And he
25 broadcasted the Taki Too has been capsized. The

1 Taki Too is capsized on the bar. And the motor life
2 boat was roaring out about that same time. As a
3 matter of fact, they had moved out close, closer
4 when the Taki Too went out, they had moved up here
5 and so they probably, I don't know if they saw it or
6 they might have seen it anyway. And then they went
7 out, but by that time the Taki Too was in here and
8 they came out probably somewhere in the area of
9 where it had happened. I assume they were looking
10 for survivors. Anyway I got on the radio and said,
11 the Taki Too is inside of you. And then I was
12 running back so that, and somewhere in here, I
13 scrambled down onto the beach. The tide was out and
14 there was a lot of beach there. All right. The
15 people from the life boat were coming in, you know,
16 somewhere right along the jetty here. And so, I
17 went running out on the beach to try and see if I
18 could help somebody out of the water and naturally I
19 was looking for my daughter.

20 And I got into the water about waist deep
21 and I, there was one young fellow, there were three
22 people actually walking towards me, but one of them
23 was a little further out and he looked like he was
24 having trouble. So I headed for him. The other two
25 looked like they could, you know, maybe make it by

1 themselves. And just about the time that we met, he
2 just collapsed and so I grabbed his jacket and
3 started dragging him up onto the beach and then
4 somebody else came on and helped me with the other
5 arm. And as we were doing that, I was, I looked up
6 on the beach and I saw my wife up on the beach
7 sobbing and crying. And then Joe Oakafells(ph) one
8 of the, the skipper for the Ziggy G, was on the
9 beach and there was an SUV there, and he said,
10 "Linda, Tammi in the car, Tammi is in the car." And
11 then she just jumped out and ran over to the car and
12 you know, she was, it literally changed her
13 demeanor. And it was then, you know, crying with
14 relief. And apparently she had come in just before
15 I got down there onto the sand and I didn't see
16 them. And somebody else helped her out of the water.

17 And that, that was the last people that I
18 saw come out, that, you know, under their own power.

19

20 MR. WOODY: I think this might be a good
21 place to stop.

22 MR. BUELL: Okay.

23 MR. WOODY: And see if anyone has any
24 questions about the vessels exiting the bar here.

25 MR. BUELL: Yes.

1 MR. WOODY: Before we go onto other --

2 MR. BUELL: Sure.

3 MR. WOODY: Would you like to do that?

4 MR. FORD: This is Bob Ford.

5 You said when you were sitting by your car,
6 you have a VHF radio in the car?

7 MR. BUELL: I had a hand held radio. I
8 don't have it any more, because it fell into the
9 ocean.

10 MR. FORD: Okay. So you were listening to
11 all the boats.

12 MR. BUELL: I was listening on scan, which
13 doesn't always get everybody's transmission, so I am
14 not sure that I heard everybody. But, I was trying
15 to hear them.

16 MR. FORD: What channel were they using?

17 MR. BUELL: Our boats generally communicated
18 on 79.

19 MR. FORD: Okay.

20 MR. BUELL: But, also 16 is the hailing
21 channel. And we currently monitor that, a lot of
22 the boats have two radios where you scan to try and
23 catch anything. The tower, by the way, I didn't
24 mention this, but the tower had been contacting
25 boats and asking the number of people onboard and

1 the time of return.

2 MR. FORD: Okay. Just a quick, your master's
3 license, is that limited by tonnage?

4 MR. BUELL: Fifty ton.

5 MR. FORD: Fifty ton. I would like to just
6 start earlier in the day when you get into the
7 office and what are your procedures for --
8 passengers, bad weather, talking to the captains,
9 just a general.

10 MR. BUELL: Okay. When I get, it is usually
11 around four, and I get breakfast and lunch and head
12 toward Garibaldi and it is about half hour drive, a
13 little over a half hour for me. And I usually
14 listen to my marine VHF on the way, I listen to the
15 weather. I usually have checked it on the Internet
16 the night before, and then I listen to see if there
17 is anything changed.

18 When I get to the office, I start making
19 the coffee for all the boats. We usually make a
20 couple of pots for each boat. And I am kind of off
21 to one side, my wife is behind the counter signing
22 in the passengers. And they, generally they have
23 already reserved a spot and so we know who to
24 expect. And she knows which boats they are going
25 on. She has them sign in that, on that log, the

1 passenger log. She takes their money at that time.

2 Gives them a fishing license if they need one,
3 answers any questions. She tells them how to get to
4 the boat. While that is all going on, I am still
5 making coffee and the captains and deck hands may
6 come in and usually the captains pick up their
7 coffee and --

8 (Tape ends.)